

Approved 1/25/63

RECOMMENDED CHANGES IN STATE ROUTE SYSTEM

State Routes 181-A, 64, & 67

Whereas:

It has been proposed by the Utah State Department of Highways, and concurred by the City Council of St. George, that State Route 181-A, starting at 100 North Street south, via Main Street to 100 South Street; thence west via 100 South Street to 200 West Street; thence south via 200 West Street to 200 South Street; thence west via 200 South Street to 300 West Street; and, commencing at a junction of 300 South Street and 700 East Street and extending two blocks north, and at the same point of beginning, extending two blocks east be deleted as a designated State Route. And that portion of State Route 64 commencing at 100 North Street south via 200 East Street to 300 South Street; thence east via 300 South Street to 700 East Street be deleted from the State Route System and that portion of roadway commencing at 300 South Street north via 700 East Street to 100 North Street be added to State Route 64 as an interim designation, subject to the approval of the Utah State Legislature.

Be it further recommended that the roadway commencing at 700 East Street east via 300 South Street to 1000 East Street; thence north via 1000 East Street to 100 South Street; thence west via 100 South Street to 700 East Street be designated as State Route 67, subject to the approval of the Utah State Legislature.

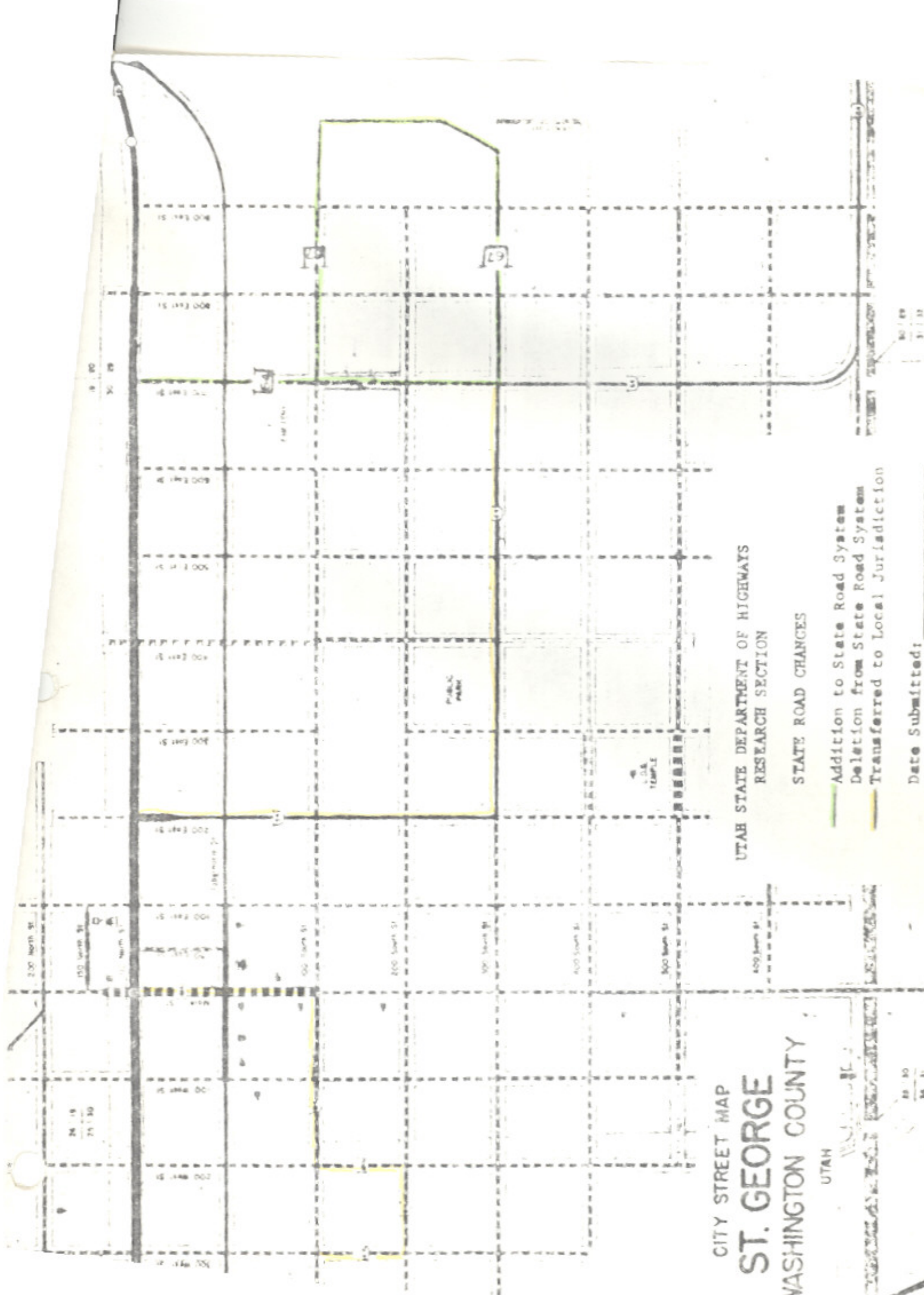
THEREFORE, BE IT RESOLVED, that all roadways formerly designated as State Route 181-A, and that portion of State Route 64 commencing at 100 North Street south, via 200 East Street to 300 South Street; thence east via 300 South Street to 700 East Street, be deleted from the State Route System.

Be it further resolved, that the portion of roadway commencing at 300 South Street north, via 700 East Street to 100 North Street be added to State Route 64; and that the roadway commencing at 700 East Street east, via 300 South Street to 1000

SR-181A,
64 & 67
70

East Street; thence north, via 11th East Street to 100 South Street; thence west,
via 100 South Street to 1st East Street be designated as State Route 67. The afore-
mentioned changes subject to the approval of the Utah State Legislature.

This change results in a decrease of 1.2 mile in the State Route System.



CITY STREET MAP
ST. GEORGE
 WASHINGTON COUNTY
 UTAH

UTAH STATE DEPARTMENT OF HIGHWAYS
 RESEARCH SECTION

STATE ROAD CHANGES

- Addition to State Road System
- - - Deletion from State Road System
- Transferred to Local Jurisdiction

Date Submitted: _____
 Date Approved: 1/25/42 R 15 W

15 30
 24 1

State
Moratorium
Revisions
7

RESOLUTION

Moratorium on State Highway System Revisions

WHEREAS, the Utah League of Cities and Towns and the Utah Association of Counties are proposing a comprehensive study analyzing highway responsibility, functional classification, funding sources and money distribution formulas, and

WHEREAS, the Utah Transportation Commission recommends support of the study to begin in 1986, and

WHEREAS, there is a definite need to establish criteria for the addition and deletion of roadways or proposed roadways to the State System of Highways

NOW, THEREFORE, be it resolved as follows:

That a moratorium on State Highway System additions be in effect until the completion of the proposed study.

That the only exceptions to this moratorium will be those roadway connections built to assure proper function of the Interstate System and existing routes built on new alignment.

Dated this 13th day of December, 1985.

UTAH TRANSPORTATION COMMISSION

Samuel J. Taylor
Chairman

Wayne S. Linton
Vice-Chairman

Clem H. Church
Commissioner

B. LaDawn Cox
Commissioner

Joe J. Weston
Commissioner

Attest:

Alma S. Anderson
Secretary

SR-36
Fish Co

R-234

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: November 20, 1991

TO : Clinton Topham, P.E.
Director of Planning

FROM : Dan F. Nelson, P.E.
District Six Director

SUBJECT : Redesignation of SR-67



On semi-annual inspections this past fall it was brought to our attention that confusion exists in regards to SR-67 and US-6 at the junction south of Eureka. The confusion exists because of the lack of detail on the State Highway Maps provided to the traveling public which shows a direct connection between US-6 and SR-36 for traffic that would be traveling north on SR-6 and attempting to continue north on SR-36. If US-6 traffic traversess US-6 to the SR-36 junction, the user actually will travel over 2-miles out of direction because he misses the opportunity to connect to SR-36 via SR-67. (See attached maintenance Station 8621 map).

Because of the confusion with SR-67, which is actually the shorter route for continuing northward, it would be advisable to redesignate that section of SR-36 from milepost 0.0 to 1.4 as SR-67 and likewise redesignate the section of SR-67 from milepost 0.0 to 1.06 as SR-36. This would eliminate the confusion for travelers attempting to following the official State Highway Map.

If you can follow this reasoning and concur with the recommended changes, please make provisions for the changes that would require resolutions and I will make provisions to change the highway signing, the feature inventory and accompanying maintenance maps.

If you have questions or comments, please contact me at your convenience.

RECEIVED
Utah State Department
of Transportation

NOV 23 1991

Transportation Planning
& Programming
224

SR-36
John C.

R-234

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: November 20, 1991

TO : Clinton Topham, P.E.
Director of Planning

FROM : Dan F. Nelson, P.E.
District Six Director

SUBJECT : Redesignation of SR-67



On semi-annual inspections this past fall it was brought to our attention that confusion exists in regards to SR-67 and US-6 at the junction south of Eureka. The confusion exists because of the lack of detail on the State Highway Maps provided to the traveling public which shows a direct connection between US-6 and SR-36 for traffic that would be traveling north on SR-6 and attempting to continue north on SR-36. If US-6 traffic traverses US-6 to the SR-36 junction, the user actually will travel over 2-miles out of direction because he misses the opportunity to connect to SR-36 via SR-67. (See attached maintenance Station 8621 map).

Because of the confusion with SR-67, which is actually the shorter route for continuing northward, it would be advisable to redesignate that section of SR-36 from milepost 0.0 to 1.4 as SR-67 and likewise redesignate the section of SR-67 from milepost 0.0 to 1.06 as SR-36. This would eliminate the confusion for travelers attempting to following the official State Highway Map.

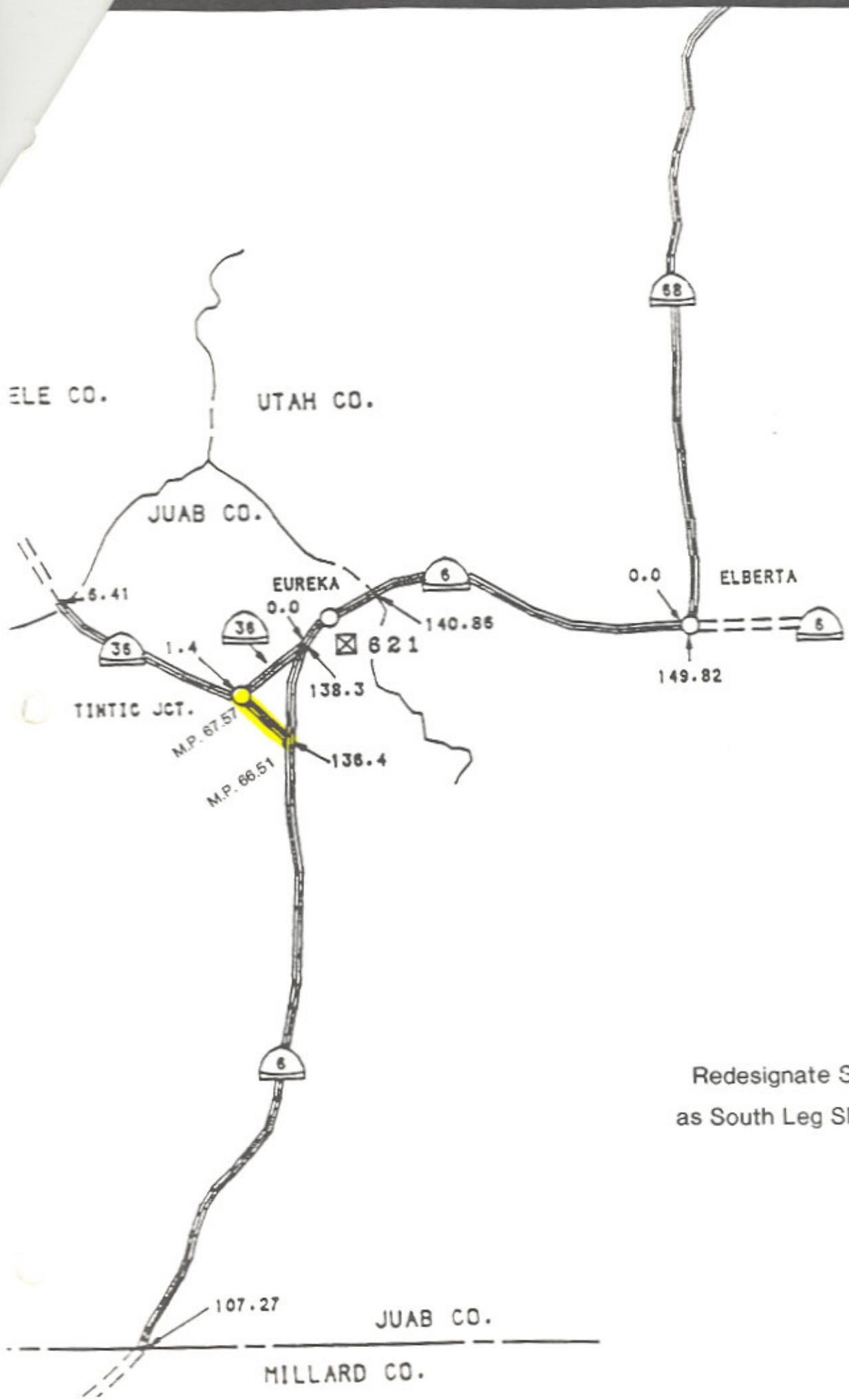
If you can follow this reasoning and concur with the recommended changes, please make provisions for the changes that would require resolutions and I will make provisions to change the highway signing, the feature inventory and accompanying maintenance maps.

If you have questions or comments, please contact me at your convenience.

RECEIVED
Utah State Department
of Transportation

NOV 20 1991

Traffic Planning
District Six
224



Redesignate SR-67
as South Leg SR-36